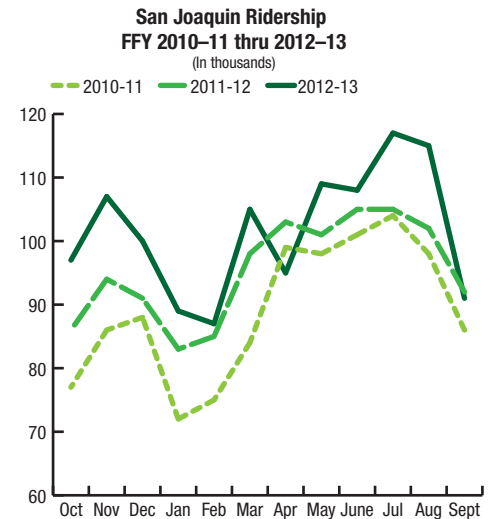
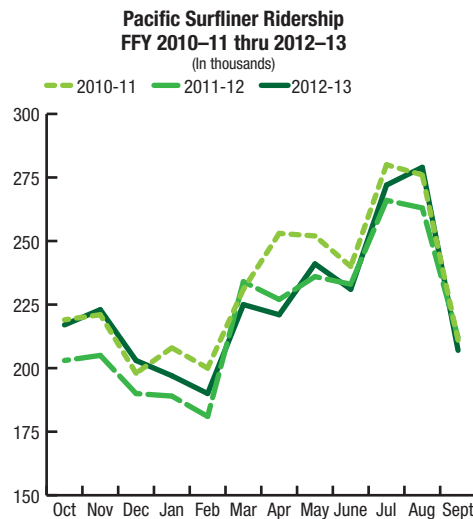
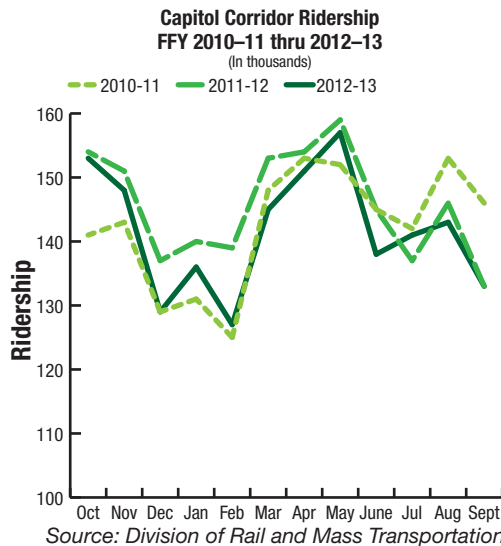


Intercity Passenger Rail: A Sustainable Option

Caltrans' mission is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. One way we can do that is by offering people in California more than just highways to get to their destination. Intercity passenger rail is one of those options, and Caltrans funds three of the five busiest intercity passenger rail routes in the nation: the Pacific Surfliner Route (ranked second), the Capitol Corridor (ranked third),

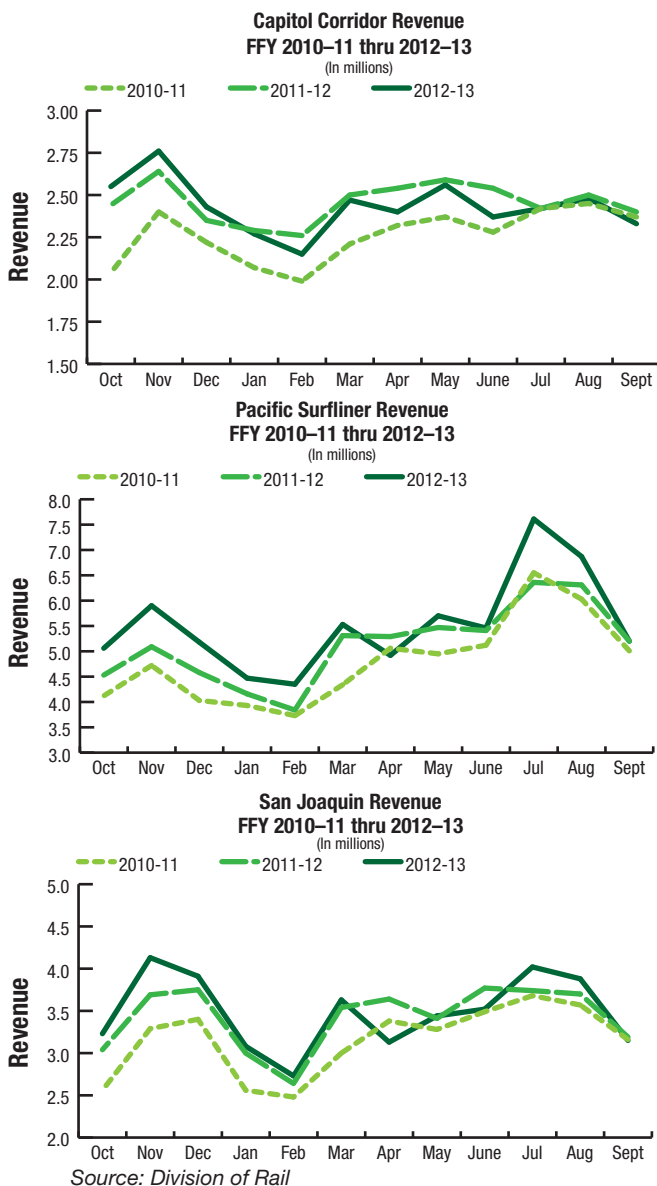
and the San Joaquin Route (ranked fifth). Caltrans manages both the Pacific Surfliner and the San Joaquin routes under the Amtrak California banner, and the Capitol Corridor Joint Powers Authority manages the Capitol Corridor. Our objective is to increase intercity rail ridership on these state-supported routes, which is consistent with Caltrans' mission.



Route	Capitol Corridor	Pacific Surfliner	San Joaquin
Route mileage	169	354	364
Number of daily round trips	23	18	6
Number of stations	16	28	18
Ridership	1.7 million	2.7 million	1.2 million
Passenger miles	112.2 million	232.3 million	171.1 million
Average trip length	66 miles	86 miles	140 miles

Caltrans' Division of Rail and Mass Transportation is a leader in sustainable intercity transportation solutions. We are committed to making intercity passenger rail a more competitive travel option. We are working to engage partners and stakeholders in strategies that will modernize and grow the existing services, while better integrating intercity rail services with local and regional transit services. This integrated rail and transit system will ultimately serve to complement the high-speed rail system.

In federal fiscal year 2013, train, bus, and other revenue totaled \$137.3 million, a 3.9 percent increase from the previous fiscal year, while operating expenses were \$237.3 million, an increase of only 0.3 percent from the previous federal fiscal year. State support of the three routes totaled \$90.3 million.

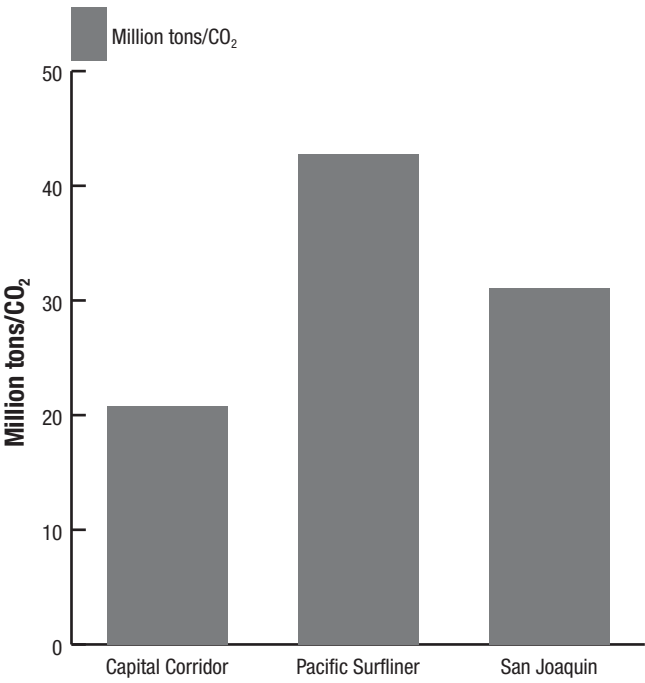


According to the U.S. Environmental Protection Agency, per passenger mile, rail generates approximately half the carbon dioxide emissions of an automobile. Caltrans is investing in greener and more energy-efficient capital improvements and rail equipment to further its objectives for sustainability, modernization, and integration. We recently entered into a joint multistate procurement contract, through which California will purchase 42 passenger rail cars and six locomotives, with an option to purchase 11 additional passenger cars. This will help Caltrans meet additional ridership demand.

All the new rail equipment meets “Buy America” requirements, using all American parts and labor. The passenger railcars are being built in Rochelle, Illinois, and the new locomotives are being built in Sacramento, California. The new locomotives will be powered by a 4,400-horsepower diesel-electric engine that meets all U.S. Environmental Protection Agency Tier IV emission standards. When built, these environmentally friendly locomotives will be the cleanest in the country, resulting in a greenhouse gas emissions reduction of approximately 85 percent compared to locomotives in the existing fleet. The first of the new locomotives is scheduled for delivery in late 2015, and the first of the new rail cars is scheduled for delivery in fall 2017.

Contributor: Bruce Roberts, Division of Rail and Mass Transportation

**Tons of CO₂ Removed
by Train Travel Versus Car
(2013 calendar year)**



Data calculated by using U.S. EPA estimates from U.S. EPA “Optional Emissions from Commuting, Business Travel and Product Transport” (May 2008).

